

2  
Profile [AS BUILT].

J. L. Thompson & Sons.

No. 610 [ALSO FOR  
No 609].

17.3.12

Arietta ex Shraiki

EMPIRE CRANMER.

THOMPSONS. NO 610

"EMPIRE CRAMMER"

"AS FITTED". PROFILE

Also for "EMPIRE LAWRENCE" SHIP NO 609.

002550-002588-0216



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MAR 1942

3

Dicks. [AS BUILT]

J.L. Thompson Sons

No. 610 [ALSO FOR  
No. 609].

17.2.42.

Arietta ex Thraki

ex EMPIRE CRANMER

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002550-002558-0217

THOMPSON'S NO 610

"EMPIRE CRAMMER"

"AS FITTED" DECKS

ALSO FOR "EMPIRE LAWRENCE" SHIP NO 609

002550-002558-0217



# S. "EMPIRE CRANMER".

B.P x 59.7" Br. Mid x 37.4" D. Mid U.DK. / 28.7" D. Mid 2<sup>nd</sup> DK

S\* with freeboard, with scantlings as per B.O.T. reqs! for a draft of 26'-10" Mid.  
Scale  $\frac{1}{8}$ " = 1 foot.

4748

## UPPER DECK.

## SECOND DECK.

# Nº 610.

Midship Section (AS BUILT)

J.L. Thompson Sons

No 610 [ALSO FOR]  
No 609.

17.3.42

Arietta ex Ikraki  
ex EMPIRE CRAMER.

Ikraki



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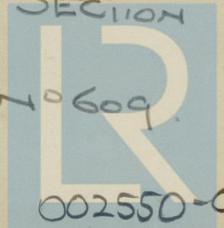
THOMPSON'S. NO 610.

EMPIRE CRAMMER.

AS FITTED. "MIDSHIP SECTION"

ALSO FOR. "EMPIRE LAWRENCE" SHIP NO 609.

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# S.S. "EMPIRE CRANMER" MIDSHIP SECTION

Principal Dimensions

Length B.D.	416.0
Breadth Ext.	59.10
Breadth Mid	59.7
Depth Mid. Upper Dk.	37.4
Depth Mid. Second Dk.	28.7
Depths to Length - Upper Dk.	11.14

All sections - New British Standards

CND  
 $417.5 \times 59.5 \times 37.2 \times 7.5 = 6959$   
 $70 \times 45.0 \times 7.5 \times 5.0 = 118$   
 $7077$

## Equipment Numerals

Toftboard deck	416.33 x 59.58 x 28.58 x 7.4	= 5259
Shelter deck	416.33 x 59.25 x 30.6 x 7.5	= 1116
Engs House	40 x 45 x 7.5 x 7.5	= 51
Casing & Galley	30 x 20 x 7.5 x 7.5	= 17
Saloon House	30 x 45 x 7.5 x 7.5	= 38
After Dukhouse	30 x 22 x 7.5 x 7.5	= 19
		6500

17 MAR 1942

Scale 1/2 : 1 foot

Sheerstroke 84 x .70 with  
tween dk. frames on every frame  
to .45 at ends.  
Quad riveted end laps.  
Treble at ends.  
Strake below sheerstroke  
78 x .60 to .45 at ends.  
Treble riveted end laps.

Upper deck stringer 65.4 x .65 to 38 x .40  
Quad riveted end laps.  
Stringer angle 6 x 6 x 3/8 to 32 x 2 x 7/8

Upper Deck plating .60 to .32  
Treble riveted end laps for 1/2L to  
Single at ends where not exceeding .45

Upper Deck plating between openings .40 to .35 x .32  
Double riveted end laps for 1/2L  
Single riveted end laps at ends

4-78 rivets where  
not attached to runner.

1/2 camber.  
Runner G. 32 x 1/2 angle  
Beam lugs 6 x 32 x 3/8

Single channel pillars reiced  
two frame spaces apart as  
per Profile  
Double at hatch ends with  
brackets at top & bottom of each

Pillars welded to deck  
G. camber

Second deck plating between openings .34 to .30  
Double riveted end laps for 1/2L  
Single riveted end laps at ends.

Casing and Hatches 10.0  
Casing and Hatches 10.0  
Stem Frame as per detail plan.  
Stem Bar 10 x 2.2 to L.W.L.  
Plate stem above L.W.L.  
Rudder as per detail plan.

Steel C.L bulkhead .30  
Stiffeners two frame spaces apart  
double at hatch ends as per Profile  
Brackets at top & bottom at hatch ends.  
Conn. to 2nd Deck 3 x 3 x 3/8  
Conn. to Tank Top 3 x 3 x 3/8 double at hatch ends.

Side shell .60 with 30 spacing  
to .45 at ends.  
Treble riveted end laps.

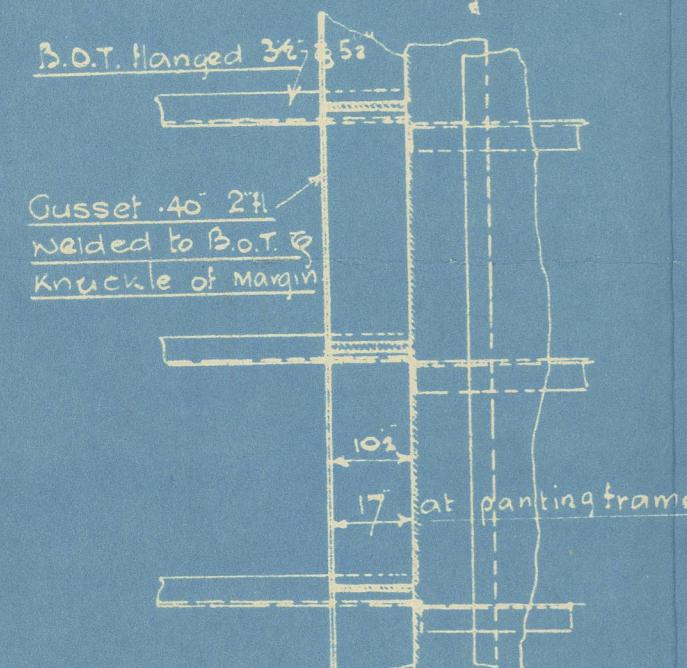
Side shell 25% above end thickness  
= .56 in way of Porting in lieu of  
stringers for a distance aft of  
rule position of collision bulkhead  
equal to 10% L of vessel.

Side shell 25% above end thickness  
= .56 in way of Fore Peak Tank in lieu  
of stringer connections to shell.

Boss plating .70

Outer plate increased 25% above Rule

### Sketch of Tank Gussets.



Arrangement of B.O.Ts in No.1 hold.

Framing for porting in holds

punched for riveting in holds

Radius 5.5m

7 dia. to suit length of knee

1/8 dia. in number

to suit length of knee

Margin plate 41 x 84, .60 B.S. Triple riveted end laps.

Margin angle 4 x 4 x 1/2 (cammed in B.S.)

B.O.Ts 3.8 x 4 x 45° in ER, Cross Bunker & No.3 Hold .55 B.S., 44° x .45 flamed in No.1 Hold, 72 x 45 flamed elsewhere.

B.O.T connections 6 x 4 x 7/8 T-bar 3 x 6 B.S. 9-18 rivets each flange 10-12 riveted gusset 4.2° (alternatively 32 x 32 x 7/8 angle 9.6 B.S.)

B.O.T connections in porting area 6 x 4 x 7/8 T-bar 9-18 rivets each fl. 17 riveted gusset 4.2° (alternatively 32 x 32 x 7/8 angle)

Floors to margin 6 x 2 x 7/8 T-bar 9/8 B.S. 10-12 rivets to floor (alternatively 32 x 32 x 7/8 angle 9.6 B.S.)

Floors to margin in porting area 6 x 4 x 7/8 T-bar (alternatively 32 x 32 x 7/8 angle)

Additional Girders under engines & forward of 1/2L as per section II.

### Floors, on every frame, .36 in holds with stiffeners as shown .50 B.S.

N.T. Floors .50 (incl. B.S.) with stiffeners 6 x 32 x 3/8 spaced 30

Tank Top centre strake .50 x .60 to .44 .58 B.S. .50 E.S. increased under hatches to

tank top thickness. Treble riveted end laps for 1/2L to double at ends.

Tank Top plating .44 to .40 .50 E.S. .58 B.S. increased .05 under hatches in lieu

of ceiling. Double riveted end laps 1/2L Single at ends.

Frames in tank 3 x 3 x 7/8 B.S. 6 x 6 x 1/2 with 3-1/2 dia. rivets top & bottom.

Reverse frames in tank 3 x 3 x 7/8 4 x 4 x 7/8 in B.S. 6 x 6 x 1/2 under engines

32 x 32 x 7/8 double under thrust block. 6 x 6 x 1/2 under Boiler Bearers.

Bottom Frames from 1/2L forward to collision bulkhead 6 x 6 x 1/2 with

Rivets to shell 5/2 dia. apart, 6 dia. in vertical flange (approx) - see sketch below

Girders - one each side - of 6 x 3 x 7/8 A continuous top & bottom bars

and 6 x 3 x 7/8 B.S. at each floor with 3-1/2 dia. rivets top & bottom.

Intermediate plate girders - where shown on deck plans - 36 plate in holds

.42 E.S. .52 B.S. with verticals 3 x 3 x 7/8, 32 x 3 x 7/8 B.S. Bottom conn. 32 x 32 x 7/8

Top connections 32 x 32 x 7/8, 6 x 6 x 1/2 under engines & thrust, 4 x 4 x 1/2 B.S.

Additional Girders under engines & forward of 1/2L as per section II.

Centre Order 43.2 above keel .54 to .47 .60 B.S.

End laps treble riveted.

Top bars 3 x 3 x 7/8, 4 x 4 x 7/8 B.S.

Bottom bars 4 x 4 x 7/8 all fore part.

Verticals 32 x 3 x 7/8, 4 x 4 x 7/8 B.S. 6 x 6 x 1/2 under

engines & thrust block. 6 x 6 x 1/2 under boiler Bearers.

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Centre Order 43.